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August 2024

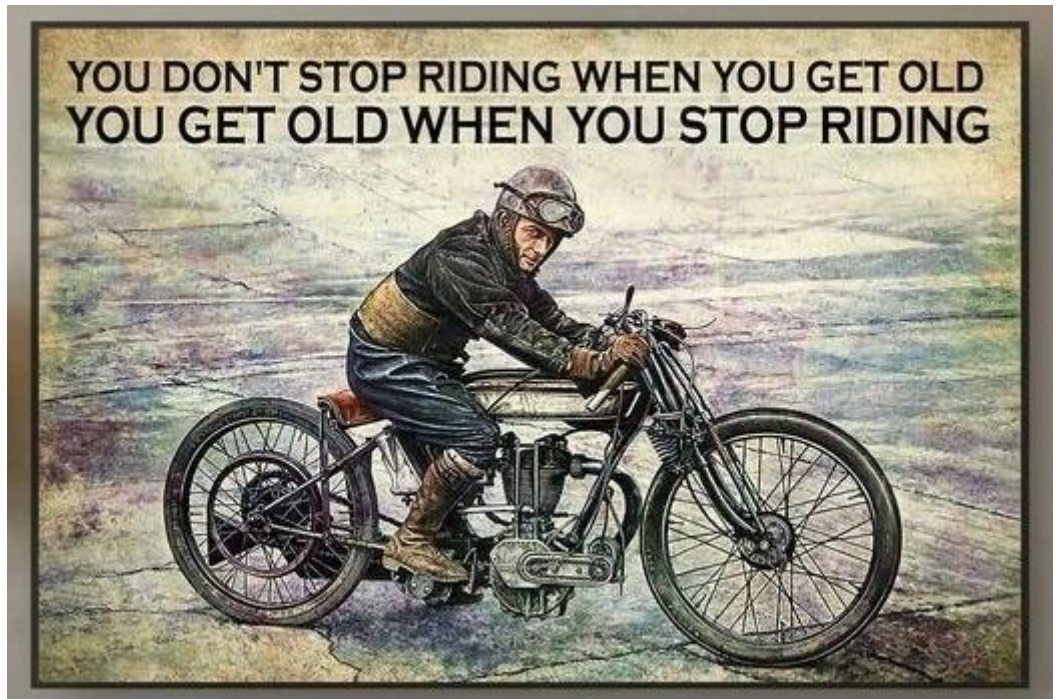


Bi-Monthly Journal of the Central Coast Classic Motorcycle Club

The Flywheel

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LIFE MEMBERS (*Deceased): *Vern Whatmough, *Brian Wishart, *John Cochrane, *Noreen Cochrane, Mark Gattenhof, Marilyn Gattenhof, Paul Kiley, *Clive Townsend, Lindsay Brown, Alix Brown, *Norm Neill, Bruce Cruckshank, Edna Cruckshank, Col Graham, Jack Taylor, Nick Vassilopoulos, John Mills, Gwen Lever

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Magazine email: cccmcc1.nsw@gmail.com **Magazine Distribution:** Marilyn Gattenhof

MEETINGS: Held on the 4th Tuesday each month (except December) at Ourimbah-Lisarow RSL Club, Pacific Highway, Ourimbah commencing at 7:30 p.m. Visitors welcome.

MEMBERSHIP: Open to persons with an active interest in the preservation, restoration and use of Veteran, Vintage and Classic Motorcycles

Presidents Flywheel Report



Well the busy part of the year is with us. Tim, the Pelican Rally Co-Coordinator has everything under control and it looks to be another great club rally.

One thing that disappoints me after speaking to Tim recently, is the poor response from club members. At the time of writing this report, we are only three weeks from the rally date and Tim is still chasing members to put their rally entry forms in.

The numbers for morning tea and the spit roast lunch need to be finalised and Tim is still waiting for rally entries. Each club meeting I shout the praises of you members who willingly support club meetings and activities and this lack of support for the Pelican Rally is disappointing. Well done to those members who have already registered for the rally, and get those entries in if you haven't already done it.

August is Transport for NSW Road Rules Awareness Week and when I saw the article recently I thought about how long ago I had to read and learn the Road Rules to pass the test. So I am going to put three questions and answers from the Transport for NSW Road User Handbook in the Flywheel (our club publication) which I hope may refresh your memory and update you on the current road rules. I hope that it is some help.

Stay safe and enjoy riding.

Peter Redman.
President CCCMCC Inc.



Secretary's Report—August 2024



We're now half-way through the year and the colder weather is with us. Our Hub Run held on Sunday 28 July at Woodbury Park was a cold & windy affair, but the sun was shining and everyone seemed to have a smile on their face. Gus Sanchez made a rare appearance with his beautiful FC Holden sedan. It drew a lot of attention – and rightly so. Well done Gus.

A reminder to our newer members... make sure you put your name in the attendance book. It counts towards your obligatory 4 attendances per year to qualify for ongoing historic registration through our club (refer to Rule 4 – Rules for Historic Registered Vehicles on page 8 of your members handbook).

In August last year I announced that I will be retiring as Secretary at the end of 2025. I suggested that it would be a good idea for someone to come on board as Assistant Secretary to learn the job. Since then, only one member has spoken to me about it and he currently has certain health issues which would make it difficult for him to put in the time and effort needed to do the task. The clock is ticking...



New members: A warm welcome to John Bagurst (Bateau Bay), Robert Alderton (Mangrove Mountain), Russell Hewitt (Gorokan), Bob Skinner (Blue Haven), Paul Crocker (Springfield). Geordie McHenry (Tumbi Umbi), and Greg Hancock (Davistown).

Current Membership: 202

Ride safely,
Mark Gattenhof
Secretary

Editors Report

G'day Members,

Not much to report from my end, a little disappointed again in the lack of effort coming from members with regards to submitting stories, photos etc, but I'm starting to think this is the way of things.

I will continue to endeavour to find things that are interesting for you all to read, but many eyes are better than two, so if you come across interesting articles anywhere, even passing them on would be a great help.

On a personal note, I'm very much looking forward to getting back on a bike after 6 weeks recovering from being knocked off one of my bikes and breaking my elbow, and I'm hoping to ride in the Pelican Rally.

Ride safe all,
Craig, Editor

Road safety Pop Quiz

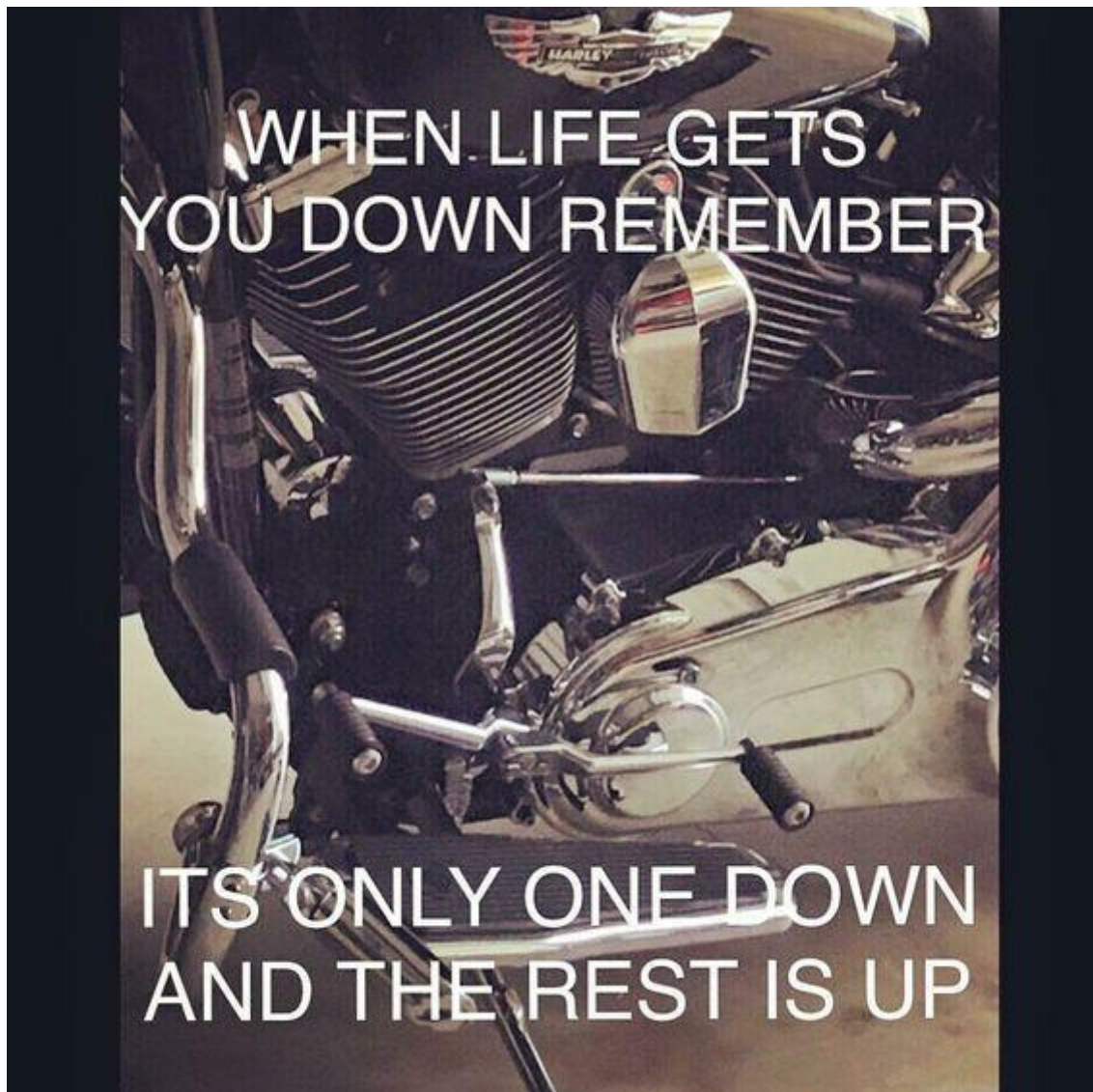


Know your Road Rules.
To refresh your memory....

Q1. When overtaking bicycles you must allow a distance between you and the rider of what distance?

Q2. When overtaking bicycles can you cross unbroken separation lane lines?

Q3. What is the distance you can park from an intersection.



WHEN AJS TRIED TO BEAT THE MOTORCYCLE SPEED WORLD RECORD

Though reportedly it 'handled like a camel' and other such unflattering jibes, this AJS V-twin would've ruled the motorcycle world if it had been down to just good looks.



This fascinating machine, which now resides in the National Motorcycle Museum in Birmingham, is possessed of what is, perhaps, the most visually beautiful – or, if not beautiful, dramatic perhaps – engine of any motorcycle ever made.

It's pictured here in probably 1936, with Charles Mortimer in the saddle, who had bought it from the Colliers, then owners of AJS. The story of the machine begins in 1929 when AJS – still in the ownership and control of the Stevens family at that point – decided to build a machine to have a crack at the motorcycle speed world record, which was, at that time, in the possession of Germany, owing to BMW rider Ernst Henne's 134.67mph, recorded on September 19, 1929.

There was stiff competition for the honours, with Henne battling various British riders (Claude Temple, Bert Le Vack, Joe Wright, Oliver Baldwin) using various, generally JAP-powered machines. AJS decided to enter the fray.

The project was headed up by Jack Stevens, with the original idea coming from entrant and sponsor Nigel Spring, who had been recruited by AJS to run its race team with a 'very handsome offer' in the winter of 1926/27. Indeed, so good was the deal, that when Spring told Norton's Dennis Mansell – as Spring had previously been in a relationship with Norton – it was Mansell who told him to take the offer, as it was too good to turn down! Spring was keen on record breaking, with the 'big one' the ultimate goal.

To that end, the machine was drawn up, effectively two of the 'top halves' from a chain-driven overhead camshaft 495cc single, mounted on a common crankcase, with a third chain driving the front mounted magneto. A purpose-built frame was constructed, with a Sturmey Archer gearbox, special Amal carbs and a 23-inch front tyre being used. Spring's regular rider Bert Denley was unable to ride it owing to a conflicting oil contract, so Baldwin – who had held the record in 1928 – was engaged for the tilt in August 1930. Alas, 132mph was the best it could record, so it was taken home and mothballed.

The AJS concern was duly sold to Matchless, with the big twin moving in the deal from Wolverhampton to Plumstead, where it was given a new lease of life. Meanwhile, the world record had now gone north of 150mph and to have a chance against the supercharged BMW, the AJS would require forced induction too, so redesign was instigated and preparations made. These included testing at Brooklands, which confirmed the machine was a 'pig' to ride (indeed, it 'went over the top' breaking rider Reg Barber's leg at one point) while two more attempts – one in front of a 20,000 crowd at Southport, the second in Hungary – recorded 136mph and 145mph respectively. But that was that.

Enter Charles Mortimer, Brooklands habitue and, later, chronicler of the famous circuit with his various books, including *Brooklands and Beyond*, *Brooklands: Behind the Scenes* and *With Hindsight*, the latter published in 1991, the earlier two 1980 and 1974. Born in 1913, in a house 100 yards from Brooklands' Byfleet banking, to a wealthy family, Mortimer's parents were early motorists while his grandfather was a director of the Great Western Railway. Charles bought his first motorcycle in 1927, when he was at Radley College, before starting racing at Brooklands, where he also had a shed at Brooklands and was trading in cars. He won his Brooklands gold star – for lapping at over 100mph – on a Brough Superior, and persuaded the Collier brothers to sell him the AJS for just £85.

It's worth including this paragraph from Mortimer's book, *With Hindsight*, regarding the AJS: "In the words of the song sung by Bernard Cribbins: 'It did no good, never thought it would.' It remained the same terrifying monster it always had been. I tried it first, then Jock [Forbes], then Noel [Pope] and we were all agreed. We spent a month experimenting with it, noticing at the same time Eric's [Fernihough] increasing interest and always maintaining, when he was around, how much improved it was until, one day, to our amazement, he expressed interest in buying it. And buy it he did and at really quite a stiff price. Manna from Heaven, literally."

It was rumoured Fernihough, George Brough and JAP split the purchase price between them to take the AJS out of the running for the land speed record, which Fernihough did clinch in 1937 on a Brough-Superior at 169.72mph, before being killed in a 1938 attempt to reclaim it. The AJS ended up in Tasmania where it set a national speed record, eventually coming home in 1981, resurrected by enthusiast Geoff St John. It is now on display in the NMM

Courtesy of Classicmotorcycles.co.uk.

Moto Guzzi Le Mans 850 Mk2

It was 1976 when the 850cc Moto Guzzi Le Mans first broke cover. Derived from the 750S of 1973, the handsome 850cc Le Mans, with its 90-degree, air-cooled, two-valve-per-cylinder, shaft-drive V-twin engine hit exactly the right nerve and helped consolidate the company's tenuous grip on its sector of the motorcycle market. It was unapologetic, lean, businesslike and surprisingly small. Top speed was a very creditable 125mph with agile handling and excellent (Brembo) stoppers. The first-of-type 1976 Mk1 is the model to go for if you want to secure your biking investment. But this Mk2 isn't far behind—and it's every bit as capable on the road.

But take note that fat blokes, and fat birds, won't enjoy the riding experience. These bikes are *tiny*, so skinny dudes and dudesses only, or take a crash diet !!!



Answers to the Safety Pop Quiz



Answers.

A1.

You must allow a distance between you and the rider of at least:

- *1 metre when the speed limit is 60km/h or less.

- *1.5 metres when the speed limit is more than 60km/h

Road User Handbook p.131

A2.

To overtake bicycles you should have a clear view of approaching traffic. Only overtake if it's safe to do so. If necessary when overtaking a bicycle you can:

- *Drive to the right of the centre of the road

- *Cross or straddle dividing lines (broken or unbroken, single or double)

- *drive on flat painted islands and median strips

Road User Handbook p.131

A3.

- *You must not park within 20m of an intersection with traffic lights, unless a sign says you can

- *within 10m of an intersection without traffic lights, unless:
a sign says you can

- *it's a T-intersection and you park along the continuous side of the continuing road.

Road User Handbook p.158

Hope this refreshes your memory and helps to make us all better road users.



The C.C.C.M.C.C. welcomes you to the 39th Annual CCCMCC Pelican Rally

To be held on the 6th/7th/8th September 2023

Owing to the success of last years Pelican rally, we are running with the same format this time around, with the same great route, and fabulous stops and food offerings.

The purpose of our Rallies are to provide a venue for the gathering of Veteran, Vintage and Classic Motorcycles of all makes and models, and to help get owners and lovers of old bikes together to Show, discuss, appreciate and enjoy our passion.

Like last year, the 2024 Pelican Rally will be held at Norah Head Holiday Park. Several onsite cabins and powered site have been reserved under "Pelican Rally", contact the Holiday park on 02 4396 3935. (These remaining options are only on hold till the end of July).

More accommodation options are available at Budgewoi, Toukley and The Entrance.
(Norah Head Sporties Club provide a shuttle bus for dinner to and from the above locations)

This Years Rally Program

Friday Afternoon Meet and Greet BBQ at Norah Head Holiday Park - Starting at 4.00pm
Catering numbers are required, PLEASE TICK BOX IF ATTENDING.

Saturday Morning Pre-ride Breakfast at Norah Head Holiday Park - 8.00am to 9.00am

Ride Briefing in BBQ area at 9.30am - Depart Holiday park at 10.00am

Ride is through Budgewoi, Doyalson, Morisset, Freemans Waterhole and stopping at Ellalong, for coffee and cake. Distance 66km.

Leaving Ellalong, we head through Millfield, Wollombi, Laguna and arrive at our lunch venue, (a members property), just behind Bucketty R.F.S. Distance 50km.

Here we will enjoy a Spit Roast and assemble the bikes into categories by decade for a "Peoples Choice" judging.

After lunch, we head back to Norah Head via Bucketty, Kulnura, Bumble Hill,

Yarramalong Valley, Wyee, Doyalson and Budgewoi to Norah Head. Distance 75km.

Saturday Night Presentation Dinner will be held at Norah Head Sporties Club, with trophies being awarded to category winners at 7pm. Dinner is at your own cost.

Sunday Morning Farewell Breakfast at Norah Head Holiday Park, starting at 8.00am

Rally Contact Information.

Rally Co-ordinator - Tim 0418 240 777 or Rally Secretary - Grant 0478 833 430

Fuel — Please have a full tank of fuel for the Saturday ride, it is approx. 200km, there are several fuel stations en route if required.

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**Central Coast Classic Motor Cycle Club Inc.
39th Annual Pelican Rally
For Historic and Classic Motorcycles.**

To be held on the weekend of 6/7/8th September 2024

Entry Form

Note: Entries close on Friday 23rd August 2024.
No Guarantee of meals for late entrants.

**Entrant
Details:**

| | | | |
|-------------------------------|----------------------|--------------------------------|--|
| <u>Entrant's Name:</u> | | <u>Pillion/Partner:</u> | |
| <u>Address:</u> | | <u>Contact Number:</u> | |
| <u>Town/Suburb:</u> | <u>State:</u> | <u>Postcode:</u> | |
| <u>Email:</u> | <u>Club:</u> | | |

**Machine
Details:**

| | | |
|-------------------------|-----------------------------|------------------------|
| <u>Year:</u> | <u>Make:</u> | <u>Model:</u> |
| <u>Capacity:</u> | <u>Solo/Sidecar:</u> | <u>Rego No:</u> |

**Entry
Details:**

| | No. | \$ |
|--|--------|----|
| Non CCCMCC Members Inc Rally Pack, Embroidered Pelican Rally Cap | \$35 | |
| CCCMCC Members. incl. Rally Pack, Embroidered Pelican Rally Cap | \$15 | |
| Friday Afternoon Meet & Greet BBQ. | \$5pp | |
| Saturday Breakfast: Egg & Bacon roll / Coffee or Tea / OJ. | \$5pp | |
| Saturday Morning tea, Coffee / tea and cake. | \$5pp | |
| Saturday Lunch: Spit Roast and Salad | \$20pp | |
| Saturday Presentation Dinner Own cost @ Norah Head Sporties Club | | |
| Sunday Breakfast: Egg & Bacon roll / Coffee or Tea / OJ. | \$5pp | |
| Total: | | |

**Payment
Details:**

Return Completed Entry Form and Payment to:
The Rally Secretary, P.O.Box 9006, Wyoming NSW 2250
Cheques made payable to CCCMCC
Direct Deposit: St George Bank, BSB 112-879, Acc No. 001167785
Reference (Your Surname) Rally
If paying by direct deposit, please email your completed entry form to
the Rally Secretary at:
cccmcc2.nsw@gmail.com

Indemnity Statement: I, the entrant, agree not to hold the Central Coast Classic Motor Cycle Club Inc. or it's members or sponsors, responsible for any loss or damage to machinery and/or bodily injury sustained during to course of the 2024 Pelican Rally.

Entrants Signature: _____ Date: _____

Racing a Harley

I raced a Harley today and after some really hard riding I managed to PASS the guy. I was riding on one of those really, really twisting sections of roads with no straight sections to speak of and where most of the bends have warning signs that say "MAX SPEED 35 KPH".

I knew if I was going to pass one of those monsters with those big-cubic-inch motors, it would have to be a place like this where handling and rider skill are more important than horsepower alone.

I saw the guy up ahead as I exited one of the bend and knew I could catch him, but it wouldn't be easy. I concentrated on my braking and cornering. Three corners later, I was on his mudguard.

Catching him was one thing; passing him would prove to be another. Two corners later, I pulled up next to him. I think he was shocked to see me next to him, as I nearly got by him before he could recover.

Next corner, same thing. I'd manage to pull up next to him as we started to enter the corners but when we came out he'd get on the throttle and out-power me. His horsepower was almost too much to overcome, but this only made me more determined than ever.

My only hope was to out-brake him. I held off squeezing the lever until the last instant. I kept my nerve while he lost his. In an instant I was by him. Corner after corner, I could hear the roar of his engine as he struggled to keep up. Three more miles to go before the road straightens out and he would pass me for good.

But now I was in the lead and he would no longer hold me back. I stretched out my lead and by the time we reached the bottom of the hill, he was more than a full corner behind. I could no longer see him in my rear-view mirror.

Once the road did straighten out, it seemed like it took miles before he passed me, but it was probably just a few hundred yards. I was no match for that kind of horsepower, but it was done. In the tightest section of road, where bravery and skill count for more than horsepower and deep pockets, I had passed him.

Though it was not easy, I had won the race to the bottom of the hill and I had preserved the proud tradition of one of the best bits of British iron.

I will always remember that moment. I don't think I've ever pedalled so hard in my life. And, some of the credit must go to Raleigh cycles, as well. They really make a great bicycle.....

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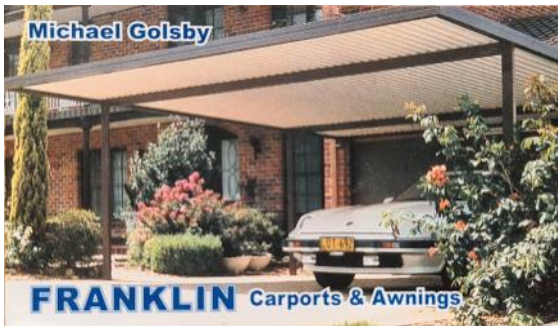
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Events Calender



Please note: Events may be cancelled at short notice. This will be advised to members via email. Hub Runs will be held at Woodbury Park unless otherwise stated. If a Hub Run is "rained out" it will be held on the following Sunday. Also check the Events page on the club web site at cccmcc.com.au.

Every Wednesday & Friday there is a CCCMCC sanctioned club ride from your place to Jerry's Café at Kulnura.

Any other club events will be listed as they come to hand. Committee meetings commence at 7.00 p.m. General meetings commence at 7.30 p.m.

| September 2024 | |
|---|--|
| Sun 1st — Hub Run 1st Bike, Car & Coffee with Pauline Hanson @ Mingarra 4th Rally working bee at Bucketty 6th—8th CCCMCC Pelican Rally 10th Rally tidy up at Bucketty Tue 24th - General Meeting Ourimbah RSL 28th-30th Parkes Annual Rally Sun 29th — Hub Run | |
| October 2024 | |
| 13th October. Maitland swap meet 19th Singleton Bike Show Tues 22nd General Meeting Ourimbah RSL 26th October. Distinguished Gentleman's Ride Sun 27th—Hub Run | |
| November 2024 | |
| 1st—3rd VMCC Rally, Cessnock 1st — 3rd Nature land Classic Bike Rally (Hat Head) Tues 26th— General Meeting Ourimbah RSL | |
| December 2024 | |
| Sun 1st— Hub Run Xmas Party Date TBC | |



The FLYWHEEL
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Central Coast Classic MCC Inc.
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